

Shipping

C.-A. LINERS MUST NOW SHARE NEW ZEALAND TRADE

When the Oceanic Steamship company took a decided stand against the extension of their South Pacific service to include New Zealand and a call at Auckland, they paved the way for entrance of the Japanese into the commonwealth.

The New Zealand government is out for an improved passenger, freight and mail service not only with the United States but also to connect that country with the mainland of Australia.

The Oceanic liner Sonoma arrived from Sydney by the way of Pago Pago this morning, bringing seventy passengers and an unusually large shipment of refrigerated meat. The Sonoma left Sydney a few days after the first intimation was received there that the powerful Japanese steamship company better known as the Nippon Yusen Kaisha had announced a far more progressive policy in its dealing with the South Pacific possessions.

"The present mail subsidy between the Japanese and the Australian governments expires with the first of March next year," so declared an official in the Sonoma this morning.

"Sydney business men were all ago over the proposed extension of the Japanese line to Auckland, as it is understood it will make heavy inroads into the business heretofore practically monopolized by the Union Steamship company. The Japan-Australian line is at present maintained by the Nippon Yusen Kaisha, under the state subsidy of 400,000 yen, with three liners (Yawata, Nikko and Kumano), of between 2000 and 3000 tons (net), the service being every four weeks. The present arrangement of the line is thought very unsatisfactory and inadequate to keep pace with the progress of trade interests between Japan and Australia, which have developed remarkably in the past few years. As the grant of a state subsidy to the line terminates next March, the Auckland chamber is anxious that the government will continue the subsidy on the line for another term, and at the same time extend the line to New Zealand and Adelaide, making the service at least fortnightly, and having steamers of from 5000 to 6000 tons.

A bunch of "down-east" Yankees becoming enthusiastic cricketers is one of the marvels attributed to the innovation of the American flag into Sydney harbor.

Cricket now serves as the chief pastime along the line of deck sports on the Sonoma.

Proud of their prowess at the bat and wicket, Captain Trask, Chief Officer, Koungan, Chief Engineer Towne, "Bully" McNulty, Purser, "Doc" Clark, Chief Steward Carleton and his able assistant, "Bill" Black are said by competent British critics to have acquitted themselves as thoroughbreds in the series of matches held on board the liner during the smooth passage from Sydney Heads to Pago Pago and thence to Honolulu.

McNulty and Joe Carlton deny that they had considerable difficulty in resisting the tempting offer to take part in the All-Australian crack cricket team, soon to tour the world and play a series of matches in Great Britain.

"I wanted time to perfect myself in my British accent before paying a return visit to dear old Lunnun, you know," declared the Sonoma's ever-agreeable purser this morning.

Seven passengers left the Sonoma at this port. Eighteen sacks of mail out of several hundred bags were intended for Honolulu. The Sonoma was berthed at Oceanic wharf before eight o'clock this morning.

One interesting item in the cargo for discharge at Honolulu was 230,000 pounds of refrigerated meat, consigned to the local U. S. quartermaster department.

Mail for Merric England to the amount of 350 sacks is in transit, seventy sacks of which are for London alone.

Among the steerage passengers are ten enlisted men belonging to the United States navy, who are returning from the naval station at Pago Pago.

The Sonoma is scheduled to sail for San Francisco at seven o'clock this evening, taking fifty additional passengers in the cabin.

Japanese Turn to Shipbuilding in Earnest.

There are 230 shipbuilding yards in Japan, not including junkbuilding establishments, a decrease of nine compared with 1910. For the last year, covered by available authentic statistics, these yards turned out 77 steamers of 24,479 tons, and 147 sailing vessels of 11,097 tons. This is a decrease of 58 sailing vessels, the tonnage of the latter, however, decreasing 38,996. This record does not include a number of new steamers since completed or authorized, which tends to strengthen Japan's North American and European lines. All of Japan's leading steamship lines are preparing to build additional steamers for the foreign service, mostly medium-sized freight and passenger

craft. Japan's total shipping now includes 2545 steamers, of 1,233,909 gross tons; 6292 sailing vessels of 413,720 gross tons, and 22,462 junks of 31,413,716 cubic feet.

Four steamers having a gross tonnage of 15,817, were completed during the past year under the law for encouraging shipbuilding. The subsidized steamship lines now number 24, which operate on most commercial routes throughout the world except those on the Atlantic Ocean. With the completion of the Panama Canal, Japanese steamships will probably visit the Atlantic seaboard, particularly in connection with the extensive raw-cotton freight traffic.

Captain Lancaster Reports Ill Winds.

It was an ill wind that the good ship W. J. Patterson encountered on the most of the way down to the islands. The American schooner W. J. Patterson, lumber laden with 807,113 feet of the product from the South Bend, Wash. mills, was a Thanksgiving Day arrival at the port. The vessel and cargo consigned to Lewers & Cooke was sent to the Channel wharf, there to discharge.

Captain Lancaster stated that unfavorable winds practically from the date of leaving on Oct. 22, kept the vessel back and at times little or no progress was made.

Contrary to expectations the vessel met with no damage. Her sails were found intact, and deck load laid end for end as on the day she pulled away from the Washington lumber port.

The skipper told the boarding officers that he sighted a four-masted barkentine on Oct. 30 and judging from signals believed the vessel was the Amazon bound for South America. According to report brought here in the Patterson the schooner Repent was towed to sea the same date as the windjammer that arrived here yesterday.

Matson Fleet Takes Departure.

Thanksgiving dinner in the Matson liner Wilhelmina was served at sea, the vessel departing for Hilo at five o'clock last evening, taking forty or more cabin passengers for the Hawaii metropolis. The Wilhelmina is to be discharged of two thousand tons of general cargo while away and may receive a small consignment of products destined for the mainland. The Wilhelmina is due to return to Honolulu early Monday morning, and then preparations will follow for the dispatch of the vessel for San Francisco at ten o'clock Wednesday morning.

The Hilonian in the Matson triangular service also took her departure last night, this vessel to call at Port Allen, thence to Kahului, Kaaanapali and Hilo. At all island ports considerable quantities of cargo will be left. The Hilonian is expected to sail from Hilo to San Francisco direct, taking a fair shipment of pine, coffee, bananas and preserved pines.

Canish Line For The Pacific.

Capt. Cortsen of the Danish steamer Arabien, which has just arrived at San Diego, stated that the East Asiatic Steamship Company of Copenhagen sent the Arabien to the Pacific Coast for the purpose of working up trade in advance of the opening of the Panama Canal. The company intends to engage a fleet in the Pacific Coast, South American and European trade.

Four twin screw steamers of 9000 tons are under construction for this purpose and the company intends maintaining a 30-day service between Copenhagen, Antwerp, London and the Pacific Coast via the Straits of Magellan until the Panama Canal is completed.

Steamer Panama to Become Hulk.

The Pacific Mailer City of Panama is to become a hulk according to report brought down by officers in the Nile. The old timer in the south coast service has been brought to San Francisco and at the time the Nile departed for Honolulu and the Far East, the vessel was being dismantled. Several of her officers have found berths in trans-Pacific steamers so it is said.

Much Alarm Over Fate of Eudora.

Puget Sound shipping men were much alarmed over the non-arrival of the American schooner Eudora, which vessel finally put in an appearance at Port Townsend on November 21st. The vessel was forty-one days in making the passage from Honolulu to the Sound. At first it was feared that the windjammer had been blown from her course.

ARRIVED

Friday, November 29, 1912.
Yokohama—Arrived, Nov. 28, S. S. Manchuria, hence Nov. 16.
Monte Rey—Sailed, Nov. 28, S. S. W. F. Herrin, for Honolulu.
TAHITI—Arrived, Nov. 10, Sch. Expansion, hence Sept. 4.
S. S. Nile—Sails for Yokohama at 5 p. m. today.
S. S. SONOMA—Sails for San Francisco at 7 p. m. today.

DEPARTED

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Kauai ports—W. G. Hall, stmr., 5 p. m.
Hilo, Wilhelmina, M.N.S.S., 5 p. m.
Port Allen, Kahului, Kaaanapali, Hilo and San Francisco—Hilonian, M. N. S. S., p. m.

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TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Nov. 27	4:26	2:2	4:26	2:2	4:26	2:2	4:26	2:2
28	5:10	2:2	4:43	10:00	1:00	6:21	5:17	7:59
29	6:00	2:2	5:43	10:42	2:05	6:21	5:17	8:34
30	6:49	2:1	6:06	11:37	3:04	6:22	5:17	9:40
1	7:43	2:0	6:54	—	3:53	6:23	5:17	10:43
2	8:35	1:8	7:32	4:38	0:39	6:22	5:17	11:44
3	9:24	1:6	8:11	5:28	1:18	6:24	5:18	—

First quarter of the moon Dec. 1st.

VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

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T. Martin, Mr. J. T. Maxwell, Mr. Dave Nowlin, Mrs. Dave Nowlin, Mr. Frank G. Ormsby, Miss C. Phillips, Mr. F. Vaek, Mrs. F. Vaek.

Through—Mr. Den Delre, Mrs. E. Goldring, Mr. H. C. Hawkins, Miss A. B. Lammers, Mrs. H. B. Osgood, Mrs. E. Taylor, Mr. K. E. Aurell, Mrs. K. E. Aurell and infant, Master Paul Aurell, Master George Aurell, Mrs. Jane Chard, Miss Edith Dimmitt, Miss Alline Estes, Mr. G. Ishibashi, Mr. D. Todd Wainwright, Mrs. S. H. Wainwright, Miss Elizabeth Wainwright, Miss Emma Rea Mills, Rev. T. A. Mills, Miss Emma S. Boehne, Miss Mary Boyer, Mr. N. L. Downs, Miss M. Franz, Mr. E. B. Greening, Mr. Chi T. Hsu, Mr. Hans Von Kitzling, Miss Ruth Nowack, Miss Esther Nowack, Mr. Wm. H. Nowack, Mrs. Wm. H. Nowack and infant, Miss Helen Nowack, Mr. K. H. Wood, Mrs. K. H. Wood, Mrs. R. G. Anderson, Mr. P. Daly, Mrs. L. M. Donnersmark, Mrs. R. H. Frankel, Mrs. B. V. Harvey, Major T. L. Hartigan, Mrs. V. Harland, Mr. J. J. Morsan, Mr. I. Murski, Mr. Herley Hanch, Miss Elsie Schmieding.

Per O. S. S. Sonoma from Sydney via Pago Pago—For Honolulu—Prof. W. J. T. Land, Mrs. W. J. T. Land, A. R. Oxenham, Mrs. Alice Oxenham, Jules Simpson, Thos. Smith, P. E. Donley, Through: Mrs. H. Abbott, F. L. Alley, Mrs. R. L. Alley, Robt. H. Braden, Mrs. R. H. Burns, John Burns, R. D. Burns, W. Greenbaum, O. L. Remington, Mrs. O. L. Remington, Arthur Allen, Frank Asale, John Chapman, R. Brown, E. L. Butler, Mr. Christman, R. N. Crowther, W. A. Tilsa, A. C. Harrison, Florence McLean, E. McNeil, W. A. Mason, R. F. Millane, E. T. Miller, A. Mawatt, S. A. Rice, Sherman, D. Spoenmore, C. A. Stone, Mrs. Louise White, G. A. Wilson, F. A. Wilson, D. C. Wilson, Mrs. D. C. Wilson, George Anderson, F. Calvert, James Dioken, R. H. Krinks, F. Schultz, Sam E. Stout, L. A. Thompson, A. Tudor.

PASSENGERS BOOKED

Per O. S. S. Sonoma for San Francisco, November 29.—Miss J. Arinjio, E. Bishop, Louis Block, I. W. Brink, J. A. Buck, Walter Buck, Miss M. Buckley, Miss Nan Buckley, Miss M. M. Carter, R. Q. Cleavage, Mrs. N. Davenport, Miss C. Dodson, Mrs. L. E. Erickson, Mrs. Erickson, Mrs. M. H. H. bhard, John Hedge, Mrs. J. J. Hillebrand, J. H. Hunt, Mr. Richard Ivers, Mrs. Ivers, Robert R. Ikeda, K. F. Kawakami, James Kekela, Mrs. D. K. Knowles, Miss I. M. Ludwick, F. B. Manle, Mr. Leon Morris, Mrs. Morris, C. B. Potter, Miss Kame Taume-Rishi, Miss E. Washburn, R. W. Waymouth, S. E. Woolley, M. C. Jelnisky, R. L. Turner.

Per str. Claudine, for Hilo via way ports, Nov. 29.—M. Jacob, Miss H. Kingsbury, Geo. A. Pollister, Mr. and Mrs. Biela, Master W. Scott, Master H. Scott, Miss K. Case, Miss M. Vishor, L. W. Branch, Mrs. T. A. Anderson, Jas. Soon, C. T. Bailey, G. K. Larrison, Miss V. Fernandez, Mrs. L. Kanahale.

Per str. Claudine, for Hilo via way ports, Dec. 3.—Miss M. Taylor, Miss Myrtle Taylor, Miss O. Lindsay, Miss M. Deas, Miss J. Gibb, Miss E. Gibb, Wm. Hitchcock, J. Chalmers, A. Wedeworth, D. Wadsworth, Miss G. Meincke, Miss E. Chalmers, Miss A. Chalmers, Miss O. Robinson.

Per str. Kilauca, for Hilo via way ports, Dec. 3.—Hang Chack, Miss R. Wallace.

Per str. Kinau, for Kauai ports, December 3.—Mr. and Mrs. J. R. Meyers.

ARRIVED

Thursday, November 28.
Willapa Harbor—W. J. Patterson, Am. schr., p. m.

Friday, November 29.
San Francisco—Nile, P.M.S.S. a. m.
Sydney via Pago Pago—Sonoma, O. S. S., a. m.
Kona and Kauai ports—Mauna Loa, stmr., a. m.

DEPARTED

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Hilo, Wilhelmina, M.N.S.S., 5 p. m.
Port Allen, Kahului, Kaaanapali, Hilo and San Francisco—Hilonian, M. N. S. S., p. m.

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BOY SCOUTS ON MAUI TRIP MAKE A FINE RECORD

[Special Star-Bulletin Aerogram]
WAILUKU, Maui, Nov. 29.—The Boy Scouts with Commissioner Wilder commanding arrived at Wailuku at 9:30 o'clock this morning and are already camped at the courthouse. They will give an exhibition at four o'clock this afternoon.

LAHAINA, Maui, Nov. 29.—The ancient town of Lahaina has been highly entertained and instructed this week by the patrol of Boy Scouts from Honolulu, under the leadership of Scout Commissioner James A. Wilder and Assistant Scout Master C. H. W. Norton. The boys camped in the courtyard and cooked their evening meal on the shore nearby.

Later in the evening Scout Master Wilder lectured at the auditorium to a large gathering of interested citizens. He explained clear and effectively the objects of the Scout movement. In the morning the boys performed in the court yard under the leadership of Mr. Wilder, and their evolutions were watched with great interest.

Later in the day the Scouts enjoyed a real old Hawaiian luau such as only Lahaina can now produce. This luau was given by Mr. and Mrs. McCubbin and was thoroughly enjoyed by the boys. The patrol left for Olowalu early in the afternoon and will camp on the beach tonight, and tomorrow go to Wailuku to entertain those at the county seat. Lahaina is much indebted to Scout Commissioner Wilder, Scout Master Norton and the Boy Scouts. Nothing could be more instructive for the school boys at Lahaina. Already a movement has been started to organize a troop here. Lahaina certainly hopes to have another visit from the Honolulu patrol.

During the day, to show its appreciation, Lahaina presented a contribution from its citizens to Scout Commissioner Wilder, the presentation being made by Miss Lucy Adams. There was also a picturesque incident when a Japanese fisherman who had witnessed the knot-tying exhibition gave a contribution to the patrol, declaring his gratification at having learned from the exhibition to tie a knot he had never learned before. During their drill, the boys crossed a ten-foot stream with a temporary bridge, in seven minutes' time, breaking their last record of six minutes 20 seconds; had a knot-tying contest; went through scout signaling; showed how to tie head, arm, ankle and broken-leg splints and bandages; made tournaments and showed two kinds of makeshift stretchers.

CLAYTON COUSENS PROVES STAR OF STUDENT SHOW

"The Revolving Wedge," the play given by the students of the College of Hawaii, has proved one of the greatest successes of the year. Both Wednesday and Thursday nights it was played before large and appreciative audiences and went off without a hitch. Wednesday night the play was assisted by the boys' glee club of Punahou and their singing added a very beautiful touch to the play. Thursday night the glee club was helping celebrate the victory of the afternoon, and the play lacked its assistance that evening, but the rest of the play was even better, if possible, than the night before.

The star of the play was Clayton Cousens in the role of Mr. Martin. It would be hard to pick a single imperfection in his portrayal of the part. He was as good as lots of professional actors and better than many. His work is worthy of special praise. The part of Mr. Martin was without doubt the most difficult one, and one that could easily have been overdone or underdone, but neither of these faults appeared in Mr. Cousens' work.

Miss Shirley Foster, the Irish maid, Nora, was the great hit of the play. In many amusing situations, she brought down the house in gales of laughter. The costume in which she attended the football game was also a hit. Her part was another that could easily have been overdone but that imperfection was entirely lacking. Miss Foster's part was assisted by Scott Pratt as Captain Michael Dolan, of the police force. The two were a typical Irish pair and their translation of the parts was excellent.

Nell and Bob, brother and sister, played the parts to perfection. Bob was fine as Harvard halfback and tolerating brother, and Nell was excellent as his sister. Nell was taken by Miss Bernice Smith and Bob by Leslie Clark.

Mrs. Martin, Miss Lillian Boyd, was as good as Mr. Martin but her part was shorter and not as difficult to carry. Her translation and production were perfect and she did not make a slip of any kind, even the smallest.

Dr. Brown and Ned Biddle, Harold Starratt and Ted Tracy respectively, though last were by no means the least. Dr. Brown was the professional doctor through and through and took his part with ease and success. Ned Biddle as a graduate of the University of Pennsylvania, Harvard's rival in the great Thanksgiving game, played his part to perfection. His assured confidence in seeing Pennsylvania win the game was so real that it was hard to believe that it was all happening on the stage.

NILE HERE WITH NEW OFFICERS

Several new faces were noted in the personnel of officers in the Pacific Mail intermediate liner Nile, on arrival early this morning from San Francisco.

F. P. Soule is freight clerk in the popular liner, having taken the place vacated by Sydney Cowan who has gone over to the Panama steamer City of Para.

James Breaker, who at one time was manager of one of the San Francisco's leading hotels has been given a berth in the Nile, and is making his first trip across the Pacific in the capacity of store keeper.

The several hundred passengers who journeyed across the water in the direction of Honolulu had nothing but words of praise for the abilities of Chief Steward T. J. Riley who is also making an initial voyage in the Nile. Riley is an old hand in the Panama service, and with a modest man, was reluctant this morning in admitting that he was not even distantly related to the only Captain Riley, local wharf superintendent for the Pacific Mail.

Captain George Laprak, who has been the recipient of many floral tributes attesting to his well earned laurels, as the handsome navigator in the Pacific, was ever on the alert in looking after the general welfare of a lively bunch of cabin passengers. For Honolulu, twenty-one thespians, members of the Hughes Musical Comedy Company left the Nile. They will remain here until the arrival of the Japanese liner Nippon Maru.

The Nile through list includes 62 cabin, 2 second class and 143 Asiatic steerage passengers.

Mail for Honolulu amounted to 263 sacks.

In the steerage are 75 Asiatic deck passengers who are being carefully guarded while at this port to prevent their escape.

With the exception of the first two days after leaving San Francisco the voyage down to the islands was a pleasant one.

Members of the Hughes aggregation of entertainers participated in more than one "leaving social" function. There was not a dull moment on the trip so say both passengers and officers.

The recent mandate to popularize the Pacific Intermediate service will not be a matter of difficult accomplishment with such officers in the service as Skipper Laprak, Chiefs Colquhoun on the bridge and Robb in the engine room, "Jack" Bloomer in the purser's office, "Doc" Cookingham and Chief Steward Riley.

The Nile will proceed to Manila this trip. The vessel carried a large through cargo for the most part made up of cotton for discharge at Japan ports.

The Nile is scheduled to sail for the coast of Asia at five o'clock this evening, taking quite a number of Asiatic steerage passengers from this port destined for Japan and China.

INDUCED TO STAY

(Continued from Page 1)

you stick to me until I've seen this thing through and the legislative proposition has been disposed of, I'll see that you lose nothing by it. Whether such promise, if really made, include anything more definite, is another question.

It is hinted by those wise in the ways of public men and affairs, that this may mean when the two walk out of office together they will re-enter the practice of law on a partnership basis. And there is little doubt a firm swinging out a shingle bearing the legend "Frear & Mott-Smith, Attorneys At Law," would never need go begging for a clientele.

The Governor intimates Mott-Smith's convictions of duty to his government and his friends caused the change of heart at the last minute; but those who have heard the general Secretary reiterate in strong terms his belief that he had seen sufficient public duty, and that he now owed something to his family, are inclined to believe the Governor did not tell the entire story of Mott-Smith's persuasion.

TEST RIDE

(Continued from Page 1)

mount, the horse kicked and with both feet. The officer was struck a glancing blow in the body and knocked down. No more serious result than a nausea that continued for a few minutes was experienced and Lieut. Andrews concluded the ride for the day and on the third and last day performed his duty as pilot as usual.

GRAND JURY IN SESSION.

The Federal grand jury resumed its sittings this morning, calling in a number of Japanese witnesses. While the nature of the investigation is not known, it is thought, judging from the identity of the persons summoned, that the charges of graft at Iwilei may be under discussion. Among those questioned by U. S. District Attorney Breckons and the jurors early this morning were Dr. Mitamura and Umeda.

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TARIFF CUT

(Continued from Page 1)

The House free sugar bill, passed at the last session, did not meet the approval of the Democrats in the Senate; and it still rests in a conference committee of the two houses.

Suggestions have been made by influential members of the Senate within the last week that a joint committee representing House and Senate Democrats be formally selected before the special session begins to go over the tariff situation and harmonize whatever differences may exist between the Democrats of the two bodies upon the more important tariff schedules.

Such action would result in speedy disposition of tariff revision, it is believed, when the new Congress meets in April.

Almost Continuous Work.

President-elect Wilson's determination to call the extra session perfects a record of practically continuous work upon the tariff since the special session called by President Taft in 1909. Following the general revision of that year, embodied in the Payne-Aldrich bill, there have been attempts to devise a Canadian reciprocity system and to revise certain schedules of the tariff law, but no changes in the tariff have been effected since the passage of the Payne-Aldrich law.

There will be more than 100 new and untried men in the next Congress. Whether they are radical or conservative on the tariff is not known. Judged by the past records of the hold-over Democrats who have engineered tariff revision through the House twice under the leadership of Mr. Underwood, only to meet with an executive veto, the men in power in the House may, with propriety, be called radicals. These men, in all likelihood, will be as potent in the Sixty-third as they were in the Sixty-second Congress. If the bills constructed by Mr. Underwood were sufficiently Democratic to be put up to a Republican president, that leader ought to consider them good enough party legislation on this economic question to submit to the approval of a Democratic executive. To do otherwise might subject him to the things of insincerity in the efforts that failed of fruition.

Few Changes Expected

For this reason it is the consensus of opinion that the bills Mr. Underwood will report, and which the House will be asked to pass, in the main will be identical with those passed at the last session of Congress. For the purpose of impressing the Senate with its responsibility and bringing their tariff product before the country at an early day, there will be little dilatoriness in reporting the measure from the ways and means committee. Experience has shown that by judicious use of the House machinery, under control of the committee on rules, it is an easy trick to jam a big measure through that body without unreasonable delay; almost, it might be said, with unreasonable haste.

If a certain group of senators, recognized in the past as "protective" in their tendencies, act in the next Congress according to form, the danger signals will be set in the Senate. Particularly will this be true if the House insists upon an extension of the free list and Mr. Underwood attempts to jam through a bill loaded with free raw materials. There is where a number of influential senators will balk or be compelled to repudiate their acts in recent years and stultify themselves if they reverse the positions in which the Congressional Record, with its history of yea-and-nay votes, has placed them.

The Democratic majority in the Senate will not be more than two, if the latest election figures stand. A defection of very few Democrats, therefore, would be sufficient to put any party measure in jeopardy. The indication of any House bill that comes to the Senate, with careful revision of such features as may be deemed too radical. When the tariff question was up last year and the year before, Democrats in the Senate were not unwilling to vote for rates the wisdom of which will not entirely accord with the measure,